

INFORMATION REPORT

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COUNTRY Hungary

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SUBJECT Current Transshipment Capacity of Záhony

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SUPPLEMENT TO REPORT NO.

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1. The Záhony freight station is used for transloading from Russian broad gauge to standard gauge. All rail transports from the USSR to Hungary are transloaded in Záhony, while transports from Hungary to the USSR are transloaded in Chop. The broad-gauge railroad from Záhony to the USSR is used by empty Russian cars and converted engines and cars, delivered as reparations, which are converted in the Záhony railroad workshops. The current transshipment capacity of Záhony is determined by:
 - a. the capacity for traffic,
 - b. the capacity for transloading.
2. The decisive factor in the transshipment of traffic is the capacity of the Miska bridge. This is a one-way bridge which cannot be widened. Plans for a new bridge and an extension of the yard in Záhony have been rejected, but there is a project for a new transloading yard in Miskolc, which would involve extending the broad gauge to Miskolc. A further disadvantage of this bridge is that the speed of all trains has to be reduced to a minimum while they are passing over it. At present, the maximum capacity in 24 hours for traffic crossing this bridge is:
 - a. 36 loaded trains (carrying 2,000 tons each) from Chop to Záhony,
 - b. 24-30 empty trains from Záhony to Chop.
3. The receiving capacity of the yard depends on this bridge capacity. After transloading, the standard gauge trains can carry the entire transloaded freight received from the USSR, as the Záhony-Tuzser line has a load capacity of 1,700 tons (a train of 150 axles), and over the distance of 7.4 km, an average speed of 25 km/h is attained. Over a period of 24 hours, 48 trains with a load of 1700 tons each are run.
4. The unloaded trains going up to Záhony on the return journey are sent through a second line, connecting Tuzser with Záhony freight station (south of the transloading yard).

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5. The transshipment traffic capacity in tons per day from the USSR to Hungary is 40,000 tons. This capacity has never yet been reached because of the transloading bottleneck. The maximum quantity of goods transloaded has been 42,000 tons in 24 hours, when 1,000 Russian cars of 40-60 and 80 tons capacity each were transloaded into 3,000 standard cars of 15-20 tons capacity by 2,500 workers divided into three shifts.
6. No new structures have been built since May 1951, but those which were under construction have all been completed.*
7. The heavy Russian-type engines cross the bridge at a speed of 10 km. per hour. The distance between Zahony station and Chop station is 5.1 km. This distance can be covered by a train of 32 cars of 4 axles with a gross weight of 60 tons each in 30 minutes. This allows a maximum of 2 trains per hour. Troop transports not carrying heavy freight could pass at 3 trains per hour.
8. The Zahony-Kisvarda (22.4 km south of Zahony towards Nyiregyháza) line has been strengthened but not fitted with a broad gauge. This line is of major importance in the Zahony transshipment capacity, as any damage to this line will automatically affect the loading and receiving capacity of the Zahony yard.
9. Since May, 1951, there has been a tendency to route freight trains carrying reparations through Slovakia and Rumania to the USSR, Zahony being used only for traffic from the USSR to Hungary. This is probably a test of the strategic one-way traffic planned by the Russians. One-way traffic should be more economical and increase the capacity.

*  Comment: In practice there will always be a difference between traffic and transloading capacity, even if a new bridge or new transloading installations are built.

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